

ALL NIGHT IN SEA, CAR STANDS TEST

Fenders Not Even Bent By
Buffeting of Waves on Coast
of Florida.

A unique test of the endurance and stability of Overland construction occurred recently along the Florida coast, when a model 83 Overland touring car, after being buffeted about all night in a raging surf, was found to be only slightly damaged when rescued the following morning.

The owner of the car, together with a party of four people, was driving along the beach at low tide, when the vehicle was blown into the water by a sudden surge. The first inkling he had of impending danger was when the car slowed up suddenly and began to settle in the rear. Then he realized that he had driven into a pocket of quicksand, and the party barely had time to jump for safety before the water surrounded the car.

The incoming tide and the danger connected with the work made it impossible for a rescue party to render much assistance. By the time it grew dark the surf was breaking over the top of the Overland.

At the full height of the tide the car was in ten feet of water, with the waves bounding and beating it from one side to the other. The breakers would smash into it and stand it on end, leaving it sometimes in a vertical position, and at other times completely under water, with the body and radiator grinding into the sand.

The following morning at low tide a wrecking crew managed to haul the car up on the beach. After the sand and seaweed was cleaned out of it, the owner began an investigation as to the extent of the damage. He was amazed to find that with the exception of a broken-up top, smashed windshield and loss of paint the car was as good as ever.

The terrific pounding it had been subjected to during the night had not even bent the fenders. The radiator was not damaged, and with the exception of sand scratches the body was in excellent shape. In fact, if the machine had not been soaked he could have driven the car home under its own power.

Spectators declare that the manner in which the Overland withstood the beating of the high sea left no doubt as to the ruggedness of its construction.

There is hardly a day that the daily newspapers do not contain at least one article describing the consequences of reckless or careless driving, which brings to mind the fact that there are too many imbecile drivers on the roads who are a careful driver, taking a chance once in a while is only human.

Seventy-five per cent of the accidents reported are accidents in which representative men and women figure. They are men and women who are prudent and careful in the business affairs of life, but in an automobile they seem to forget their responsibility and take needless chances for the sake of saving a little time.

To aid in the propaganda to urge automobile drivers to exercise more care, the Hoosier State Automobile Association, an affiliation of the American Automobile Association, has had printed and freely circulated throughout Indiana and adjacent States, the following advertisement under the caption of "Courtesy First Means Safety."

First, do not hog the middle of the street; give the other fellow room to go by, and when he attempts to pass you do not speed up and perhaps crowd him into a safety zone. Be courteous.

Keep out of the safety zones; they are for the pedestrian. Be courteous. When a fellow comes in from a side-street give him room to turn the corner; do not crowd. When you park behind another car, remember he may wish to leave before you do. Give him room to get out; don't crowd. When you expect to stop or turn, do not keep your intentions secret; think of the fellow behind. Be courteous.

Do not dodge in and around cars in line in traffic. Remember they were here first, and you are a hindrance. Be courteous. Do not presume too much when you have the right of way. Perhaps the other fellow does not know it. Be courteous.

Do not cut in front of a street car; remember the motorman is human and most of them will learn all the courtesies you will teach them. Be courteous. When you get the "Go" signal from a traffic officer, remember to give the pedestrian time to get out of the way. Be courteous.

When you see people on the curb trying to reach a car, or vice versa, pass, if necessary, but let them cross without danger. This is one of the courtesies that will pay the motoring public best. Be courteous.

When a pedestrian does not or will not pay attention to your horn, it is well to remember that the deaf, hundreds of them, use the streets as well as you. Be courteous.

When a pedestrian sees you coming and deliberately pays no attention to you, remember that some are mentally deficient and you cannot tell them from the clothes they wear. Be courteous.

When you see a child on a curb, slow up. Remember the child can start quicker than you can stop. Be courteous.

Do not open your car door on the streets during the day. Remember there are many sick people and people on their deathbeds, whom such a sound greatly disturbs. Do not open your car door at night, for you probably will remember some night when you were disturbed when trying to sleep by some fool whose greatest claim to fame was his noise. Be courteous.

And remember that your horn is just a few times worse than your car. Be courteous.

Be courteous to police officials and they will more than repay it. And if you feel like swearing at the ordinances, or if you do not like the traffic arrangements, remember that perhaps you may be wrong, as most cars of the United States today have the very arrangements and ordinances which are in operation in your city.

Frank G. Carpenter, the distinguished newspaper correspondent, whose travel stories are read throughout the civilized world, and who is now a resident of Washington, is the newest member

CADILLAC STOCK "8" LOWERS MILE MARK

Speed Shown in Tryout at Atlantic Beach Surprises Even Company Representative.

By W. D. SHANK.

When Claude Nolan stripped his Cadillac eight demonstrator this last week for a tryout at Atlantic Beach, he little realized that it would establish a new world's record for a mile made by a regular stock car of the eight class.

During the convention here of all the Southern dealers, a demonstrating car was tuned up, body taken off and wire wheels put on and taken to the beach for a tryout. J. F. Leonard, chief mechanic at Nolan's, drove the car.

A mile was carefully measured off on the beach and stop watches were used at both ends, both taken off at the same time. Repeated tests showed that the car had a most remarkable speed and the best time made averaged 96 1/2 miles per hour, making the mile in 27.25 seconds.

Mr. Nolan was so positive that it beat the world's record, that he immediately wired the Motor World for official information regarding the best time ever made with such a stock car. The reply was even a greater surprise than was expected. It stated that the official best time ever made with a stock car was actually made with a 450 cubic inch piston displacement was 40.32 seconds for the mile, or an average of 89.29 miles per hour. This record was made in 1911 by the famous racing driver "Howdy" Wilcox. This, when made officially would give the Cadillac eight the distinction of being the fastest stock car in the world, by being 7 miles faster per hour than the record made by Wilcox.

The record of 40.32 made by Wilcox was even better when two were riding in the car repeatedly after the first test was made, when several of the dealers took a ride.

Heat Is Recorded.

One of the most remarkable things noticed during the run was the action of the Moto-Meter, which records the heat of the car and is attached on the radiator cap. This was actually witnessed by the writer who was riding in one of the cars. While the car was running still with the motor running the red liquid in the Moto-Meter was normal, which indicated safety in heat. The minute the car started on its wild run the liquid commenced to drop until it was entirely out of sight, which indicated the motor was running at a temperature almost unreasonable on account of the motor being speeded up to the limit, and if ever a car would get hot it would be this one. The fan was entirely taken off to try and help get the motor warmed up, but the same occurrence happened during the entire test and after the car had been run all afternoon at such a break-neck speed, the water in the radiator and the motor was just barely warm.

Cares for Women Workers in Plant

Rest Room and Other Comforts Provided by the Chalmers Company.

"That women are in any way actively connected with the manufacturing operations in a big automobile plant, probably is a new thing to the general motorist. Yet at the Detroit factory of the Chalmers Motor Company some 300 girls and women assemble the chassis and under conditions that set an example to factory owners in all sections of the country.

They are used to advantage in the manufacture of side curtains for touring cars and in departments where small parts are assembled, such as the radiator. The women are in charge of a competent matron, whose duties extend to night visits to the homes of sick women employees, and the selection of suitable rooming and boarding places for the girls in her charge.

The District of Columbia Automobile Club, Others who joined during the past week are Rear Admiral Theodore J. Jewell, C. S. N., retired; J. S. Perry, Admiral J. D. Adams, U. S. N.; Andrew J. Perry, Assistant Secretary of the Treasury; Arthur Foraker, R. E. Marshall, and Capt. H. E. Mitchell, superintendent of building and grounds, Pan-American Union.

Here is a worthy Christmas suggestion: If you have a motorist friend for whom you are seeking a suitable Christmas remembrance, why not a membership in the District Automobile Club? Such a gift not only would be appreciated by the recipient, but, because the money expended for it would be used for sign-posting motor highways, making maps, and supplying touring information for motorists and improving automobile roads, it would be a Christmas gift to the entire motoring world.

The total cost for a year's membership is \$5. This provides a membership in both the national and the local organization, gives the member his choice of five the automobile road maps of States and sections of the United States, detail maps of the difficult routes in the near-by country, a radiator emblem, the American Motorist, official publication of the A. A. A., and access to the local touring office or that of any automobile club in the world affiliated with the A. A. A., and information of every description free of charge.

AUTOMOBILES
Motorcycles and Accessories.

NATIONAL COMBS MOTOR CO.
Vermont Ave. & H St. JEFFERY

GASOLINE CARS.
Commercial Auto & Supply Co., 415 14th St.

ELECTRIC CARS.
Emerson & Orin, 1407 H St.

ACCESSORIES.
National Electric Supply Co., 1229-1230 A. N. Ave.

TAXICABS
North 1212
TERMINAL TAXICAB CO.

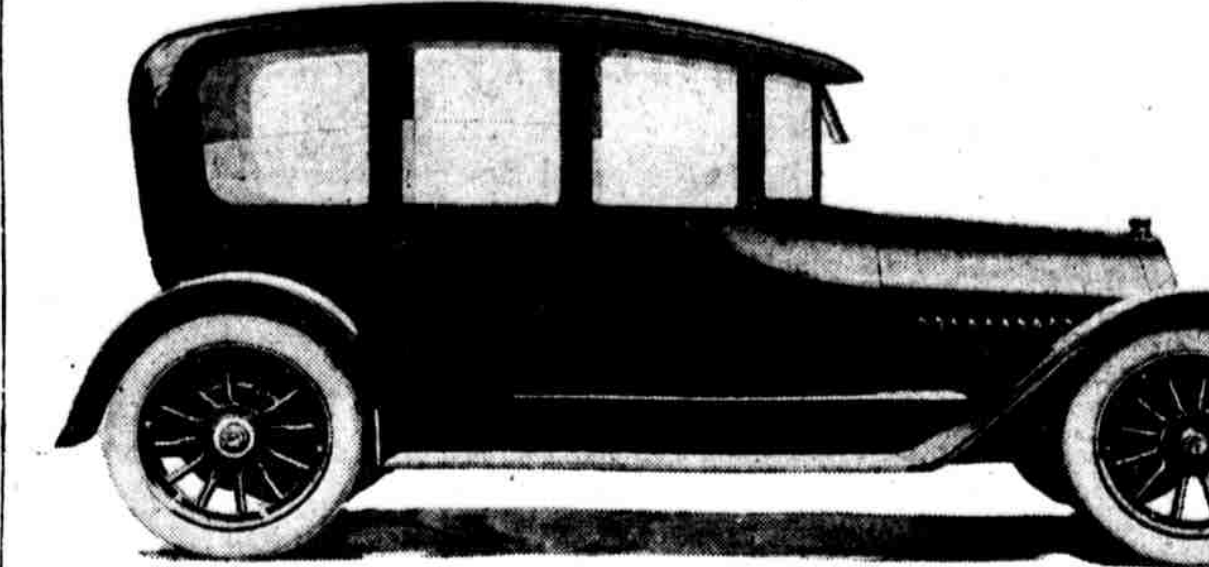
STUDEBAKER
Top Removable—Summer Top Included

Beyond the Range of Competition
Combs Motor Company
Vt. Ave. and H Street
Tel. Main 8761

SEDAN TYPE NATIONAL COMING

National Sedan which will shortly be shown in the salesrooms of the Combs Motor Company.

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AUTO-BIOGRAPHIES

Life has always been a pretty serious proposition to him. Back on the farm—Denton, Maryland—his father used to keep him pretty busy, and since being busy meant working around machinery, he never grumbled because he liked it. Early appreciating the boy's mechanical bent, Father let him have his way. The result was that while the wood went unsawed and Emerson, sr., had to hire a man to do the dozens of chores around the farm, Billy's playtime as



WILLIAM R. EMERSON.

well as his working time was devoted to his machinery—a dozen time-and-labor-saving devices for farm work which he had conceived and built.

When he was about seventeen, following persistent argument by Billy Emerson, sr., bought a steam thrasher. The running of this thrasher was Billy's particular care, and since it was the first machine of its kind that Marylanders had ever seen, the thrasher and its young engineer were daily surrounded by visitors from all parts of the State.

But the farm was not to see much more of Billy's law in the thrasher, for he was not merely an effective laborer. To him it foreshadowed the materialization of his own invention. Then, they were merely dreams, but they were born in the brain of a mechanical genius.

For the five years following the advent of the steam thrasher, he toured the country for the manufacturers—Burdick and Company of Baltimore—and was given charge of the territory in five States. He sold them first and then had to go around visiting the owners, keeping them repaired.

After five years of association with Burdick & Co., he went to work on some of his dreams. The list of valuable and important inventions he perfected is too long to be set forth here. His name is a by-word in the hydraulic engineering world and he has been said by many to be the "Hydraulic Edison."

The two great things he invented which stand out above all others are the Emerson hydraulic pump and the Emerson dry kiln. The latter doubled the speed for the output of lumber manufacturers, making it possible to dry twice as much wood as the old style dry kiln. It is used by lumber firms all over the country.

His hydraulic pump has been the secret behind a hundred lauded "engineering accomplishments." Without it, the Shoshone dam at Cody, Wyoming, made famous by John MacGregor, might have been a failure. The Croton dam in New York State depended for much of its successful construction upon it. It has been used in every rock and quarry of the earth. Gold mines in Alaska have found it indispensable, unproductive fields in Arkansas, Louisiana, Texas and Mexico yielded a wondrous bounty of crops through irrigation it made possible, and it has been used for pumping out salt and quicksand from offenders under conditions that no other pump could effectively meet.

In 1905, with his son Bruce and James Orin, he started the automobile field, taking the local agency for the Apper-

Island Fables of Motordom

P. Purchaser Gets Next.

By MONTE SOHN.

Once upon a time there was a Business Man who was in the Market. He had a Two Cylinder LOLLAP that was Something more than Fourteen Years Old and hadn't been run over 200,000 miles, but while it was in Good Health, its Complaint was so Vigorous that he couldn't take it Out after Sundown.

If he Took it Out at Night, by the time he got Back it was Breathing So Hard and Spilled So much Chatter that the Neighbors used to Wake up Scared Simple—thinking it was the End of the Terrestrial Chapter and Gabriel had Arrived.

So—after Three Black Hand Mix-ups and a Visit by the Local Health Inspector, the LOLLAP made the Hay regularly at Six PM.

Friend Wife and the Juniors always Gloomed when Papa wanted to Go for a Spin because they never had Melancholy Thoughts and weren't Prepared to Pass into the Great Beyond Anyway.

One Sunday when the LOLLAP was Crowding its Fifteenth Birthday, Papa Decided—it was Such an Ideal Day—that they would All go on a Trip to Grandma's, which was Only Fifty Nine Miles and the Road was Good all the Way. Both Mamma and George were Taken Sick very Suddenly, but Papa said they would Go Anyway because the Ride would Do Them Good.

They Clambered into their Weekday Clads at Ten AM, with Joy that was Inexpressible, and the LOLLAP Scuttled Sardonically Off.

The Birds Twittered from Twit to Twit, the Sun was High and Warm (33 degrees) and the Country was Grand. But the Buses that Scurried By, Plans so much Rural Roadways over the Plains that Papa said he guessed he would take a Short Cut he knew when he was a Boy.

He Took it.

Twelve Miles from the Main Road and Nine Miles from Grandma's, the LOLLAP developed a Racking Cough. Busted a Blood Vessel, and the Family heard the Death Rattle. It was seen Over, in Twenty Feet the LOLLAP Puffed a Sigh and Breathed its Last Sigh. They Left it and Walked to Grandma's.

After Little Sadie and Willie had Recovered from Ivy Poisoning and Papa, who was able to Walk on his Scrambled Ankles, Papa pulled a Conclusion. He was going to Get a New Car. But not till

son "Jack Rabbit" and Detroit Electric. In 1910 he gave up the Apperson to devote his whole time to the electric. They call him "Dad" because he has a few grandchildren, but there is no low gear on a mind like his, and those of us who know what he is and what he has done are patiently waiting for the next startling invention to emanate from his wonderful brain.

In his presence we are at worship, and the greatest and humblest of us bow down before him and his works.

Efficiency Course for Automobile Employees
Employees of Miller Brothers heard a lecture by R. G. Wahl, of the Sheldon

Correspondence School, at the general offices, 61 Pierce street northeast, last Saturday evening. About fifty employees were present.

Mr. Wahl, a few short years ago a structural iron worker, demonstrated the power of concentration and persistent application as a means of advancement to a position of trust and authority. One of his most interesting statements was that about 99 per cent of the young man's earnings were absorbed in that portion of his anatomy below his chin, while the other 1 per cent was probably expended for a new hat and a hair-cut. The lecture is the first of a series on efficiency to be given under Mr. Wahl's supervision.

A. H. Shoup, of Miller Brothers, also addressed the meeting.

Upkeep for Eight Cars Less Than \$50 a Year

The Henderson-Rowe Auto Co. has recently received a letter from the Kissel Motor Co., whose cars they represent locally, telling of a club of Kissel Kar owners in Marshall, Mo., who have gone on record with an unusual resolution.

The enthusiastic coterie say that, consistent with their 1915 record, which, exclusive of gasoline and lubricating oil, made the upkeep for eight cars less than \$50, there is no doubt in the minds that the record will be lowered considerably by New Years of 1917.

These owners have also filed a letter with the Kissel Motor Co. in which they declare that "not one of our cars has ever had to ask for assistance on the road."

Claims Automobiling Is Aid to Cleanliness

That motor cars have greatly increased bathing is the opinion of the assistant plumbing inspector of Louisville, Ky.

He says a people want to be clean. When they step into a car they are not certain whether they are going to return home or wind up in a hospital or the morgue. Because they are doubtful of their ultimate destination they want to be prepared for anything that may happen.

Consentance Hurts; Sends \$1 Back After 35 Years

MILLVILLE, N. J., Dec. 18.—Dunham Wilson, ninety-one years old, of Millville, has received a letter inclosing a 1 cent note, dated that about thirty-five years ago, when Wilson lived at Forest Grove, two of his chickens strayed to the writer's property, and he confiscated them.

The writer said he wanted to ease his conscience by making due restitution. The note was not signed, and Wilson does not recall the incident.

Buffalo Bill and Cowboy Friend Meet Every Year

OMAHA, Neb., Dec. 18.—"Cowboy Jim" Dahlman and "Buffalo Bill" (Col. William F. Cody), who rode the Western ranges together as unknown cow-punchers years ago, have never missed holding a reunion in Omaha at least once a year ever since.

Miller Employees Have Discussion on Efficiency

Fifty employees of Miller Brothers Automobile and Supply House met last night at Eckstein's for their monthly discussion of the new methods of efficiency put in operation by the firm.

Charles E. Miller spoke on "Protect Our Name." He said the firm had established a name for reliability and service during its twenty-three years of existence and he desired to give even greater efficiency and satisfaction.

Addresses were also made by Claude E. Miller, A. H. Shoup, J. E. Haviland, G. T. Hellbroner, and several employees. After the meeting a turkey dinner was served.

GORSON'S USED CARS AT LOWEST PRICES

1915 eight-cylinder CADILLAC touring car; at a big reduction. 1916 CHANDLER Touring car; excellent condition. 1916 SCRIPPS-BOOTH Roadster; very nice. 1916 JEFFERY Touring car; run 15,000 miles. 1916 OVERLAND Touring car; used very little. 1916 BULLOCK Roadster; excellent condition. 1916 BULLOCK Roadster; excellent condition. 1916 MAXWELL Touring car; like new. 1916 DETROIT Roadster; \$215. 1916 CADILLAC Touring car; at a snap. 1916 IMPERIAL Roadster; brand new. 1916 DODGE Touring car; 2000 miles; at a snap. 1916 MITCHELL Touring car; starter and lights. 1916 MARMON Touring car; excellent condition. 1916 CHANDLER Touring car; at a big saving. 1916 SCRIPPS-BOOTH Roadster; very nice. 1916 JEFFERY Touring car; run 15,000 miles. 1916 OVERLAND Touring car; used very little. 1916 BULLOCK Roadster; excellent condition. 1916 BULLOCK Roadster; excellent condition. 1916 MAXWELL Touring car; like new. 1916 DETROIT Roadster; \$215. 1916 CADILLAC Touring car; at a snap. 1916 IMPERIAL Roadster; brand new. 1916 DODGE Touring car; 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